

The Lippisch Letter



Experimental Aircraft Association Chapter 33

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The Lippisch Letter

is the monthly publication of the Dr. Alexander M. Lippisch Chapter (33) of the Experimental Aircraft Association, Cedar Rapids, Iowa.

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Another RV-6 in the Chapter

By Dave Lammers

There must be something magic about RV-6s because everybody wants one or is building one. I (with a whole lot of help) finished mine in May and have more than 100 hours on it now. Mine is a “real” RV-6—you know, the version with the training wheel out back.

This one is full IFR and GPS approach approved with a two axis fully coupled autopilot. It also has an air data computer that “talks” to the GPS and has altitude alerting and warning functions. It is as well equipped as some commuter airliners.

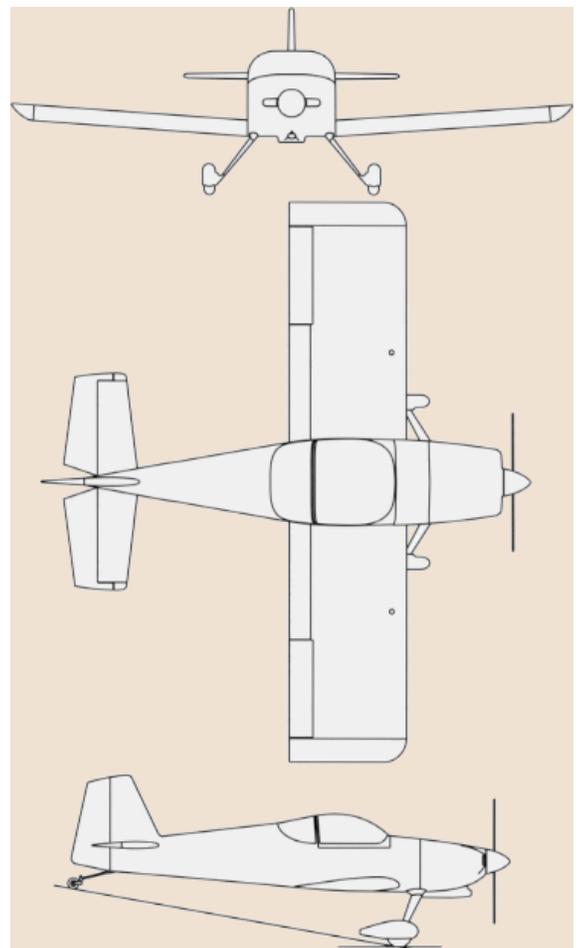
With all these goodies you might think it is heavy. Not so. Although it sports 193 HP, (a modified IO-360-B2B), the weight came in within just a few pounds of what many are with the lighter 0320’s (160 HP) engines. Weight savings came up front by eliminating one magneto and using electronic ignition, and with a lightweight (mother nature’s composite-wood) prop. I also modified the standard Van’s cowl to accommodate a plenum around the engine for better cooling and simpler top cowl removal for maintenance. I incorporated a valve on the inlet air to the fuel servo to allow for direct unfiltered ram air in cruise.

This yields an additional inch and a half of manifold pressure and really keeps the cruise speed up at the higher altitudes where the tailwinds are (provided you’re going the right direction). This is the only airplane I know that can achieve more miles per gallon than my automobiles. This thing is my OSH-CID commuter and it can make the trip by heart now. I relax to the

CD’s on the CD player with the GPS and autopilot finding the way. How sweet it is!

I keep it in hanger 302 at CID when it’s in town. I’d be glad to show it to you.

Dave Lammers



Next Meeting

By Tom Olson

The next meeting will be a celebration of the Holiday Season at Bishops Buffet in Lindale Mall on Friday evening December 1. Dinner will start at 7:00 with a gift exchange following dinner at about 8:00. We will have their back room which is at the back wall on the left side of the dining room. Dinner is \$6.29 per person or \$5.89 for seniors. Please pay as you leave, you will get a receipt as you arrive.

The gift exchange will be unique and follow the protocol of past Chapter 33 Christmas gift exchanges. When it is your turn you will be able to select an unopened gift or take a gift someone else has previously opened. Once a gift has changed hands twice it stays with the third owner. Naturally, anyone who gives up their gift will be able to select another. Come watch the fun, who will end up with it George W or Al Gore, no one knows till its over. Participation in the gift exchange is optional but you won't want to miss out on the fun. Gifts should have a nominal value of about \$10.



The last meeting was election night. There was a hard fought battle to be sure and endless recounts. In the end we arrived at an amicable agreement/consensus on the following officers and board members for 2001:

President - Tom Olson
 Vice President - Steve Ciha
 Treasurer - Terry Scherman
 Newsletter Editor/Secretary - David Koelzer

Board Members:-

David Yeoman Sr.
 John Banes
 Ron White
 Mark Anderson

Actually, the election was unanimous in favor of the above slate without any dissenting votes. I would like to send a special thank you to our nominating committee, Tom Meeker, John Banes, and Greg Zimmerman for their efforts. I would also like to thank all those who attended this meeting and voted.

Lasts month's presentation was the real highlight of the evening. Courtesy of Bill Cronan, we were treated to an insider's view of life on the aircraft carrier Nimitz. Bill was a past member of Chapter 33 from years ago and is now back in the area. His son, an Air Force pilot now flying passenger jets was based on the Nimitz.

Bill was able to generate an hour of well-edited video from the Air Forces invite for family members to attend the final leg of a tour of duty that went from Hawaii to San Diego. We were treated to shots of their quarters, below deck areas, flight briefings, and some tremendous carrier takeoffs and landings. I was especially impressed

Last Meeting

By Tom Olson

by the shock wave forming around a fighter as it flew supersonic while passing by the carrier. The moisture in the air condensed leaving a very visible picture in real time. Bill also provided excellent narration and commentary of the video. Thanks for an excellent program Bill!

Officer's Column

By Tom Olson

I overheard several comments during and after the last meeting regarding the Amateur Built Aircraft completion certificates that the chapter started handing out a few years ago.

This is a relatively new program initiated by EAA to specifically honor the Home Builder. There are several people who may be interested in receiving certificates for projects completed long ago. This issue was discussed at our November board meeting and it was agreed that it would be in the spirit of the chapter to provide certificates for any past projects members have completed. However, members will have to provide their own frames for these certificates.

If you desire one of these certificates, please contact Tom Olson with the tail number of the aircraft, the airport it first flew at, and the date of first flight. Feel free to call me at 319-393-5531 with this information or leave it on the answering machine if I am not home. We will be happy to provide a certificate to honor the occasion.



Chapter 33 Members

Mike and Margaret Wilson Featured in Warbirds

The August 2000 issue of the *Warbirds* magazine features Chapter 33 stalwarts Mike and Margaret Wilson, and Mike's collection of PT-22's. The article is written by one of Sport Aviation's most well known authors, Budd Davisson and features a more-than-full-page color shot of Mike's PT-22 number 553.

Mike and Margaret have been long time chapter 33 members, contributors and friends. It is great to see them honored by this feature article. I recommend that each of you read this. Those of you in the chapter who haven't yet met the Wilson's, I recommend that you do. Your life will be richer because of it.

Dave Lammers

PT-22 SPECIFICATIONS (1942)

Span: 30 ft. 1 in.

Length: 22 ft. 7 1/2 in.

Height: 7 ft. 2 in.

Weight: 1,860 lbs. maximum

Armament: None

Engine: Kinner R-540 of 160 hp..

Cost: \$10,000

PERFORMANCE

Maximum speed: 125 mph.

Cruising speed: 100 mph.

Range: 205 miles

Service Ceiling: 15,400 ft.



When the U.S. entered the war in Dec. 1941, the AAF continued with the type of pilot training program it had originally established in 1939 -- primary flying schools operated by civilian companies under contract and basic and advanced flying schools operated by the AAF. The civilian primary schools had been started in 1939 by ten civilian contractors without contracts -- all they had was an urgent plea from Gen. Arnold and his statement that he thought he could get the necessary funds from congress the next year. Fortunately, the schools were already well in operation at the time of Pearl Harbor.

The civilian schools used Stearman, Ryan and Fairchild trainers owned by the AAF; their flight instructors were civilian employees. Each cadet was given sixty hours of flight training in nine weeks before moving on to the basic flight school.

During basic flight training, a cadet received approximately 70 hours in the air during a nine week period. The basic cadet made military pilots of those who had learned only the fundamentals of flight in primary school. In addition to operating an airplane of greater weight, horsepower, and speed such as the BT-9

or BT-13, the cadet was taught how to fly at night, by instruments, in formation, and on cross-country from one point to another. Also, for the first time, he was operating a plane with a two-pitch propeller. This was the point in his career where it was decided whether he would go to single-engine or twin-engine advanced flying school.

Primary trainers represented the first of three stages of military flight training -- primary, basic, and advanced. Prior to 1939, the Air Corps relied entirely on biplanes as primary trainers, but in 1940 it ordered a small number of Ryan low-wing civilian trainers and designated them as PT-16s. They were so successful that the Air Corps then ordered large numbers of improved versions, among them the PT-22. By the time production was completed in 1942, 1,023 PT-22s had been delivered. Twenty-five additional trainers, ordered for the Netherlands, were taken over by the Air Corps in 1942 and designated as PT-22As.

(Information courtesy of the Wright-Patterson Air Force Base Museum Web Page.)

Editor's Soapbox

By Tim Busch



In this, the final Chapter 33 newsletter of 2000, I want to take a moment to thank the leadership of the chapter for their fine work throughout the year and for their support and encouragement in the production of this newsletter. David Koelzer takes the editor's chair next month. I believe David will do a great job. Good luck David! I will be around much less than usual for a while, due to work and school commitments. I feel like a lifetime student, having spent a good portion of my adult life as a part-time student.

A lot has happened throughout the year. The club visited several projects, both in person and through the newsletter. We gained quite a few members this year and made some new friends along the way. Chapter 33 has a lot of talent within the membership. We have experts in welding, sheet metal bending and riveting, cloth covering, fiberglass masters, and of course, pilots. Hopefully as members of the chapter, we can pass along our specialties to others.

Young Eagles continues to be a success, both within the chapter and across the country. The kids

Fly Market

I would like to sell my 0-360-A1A Lycoming engine. It needs a new crankshaft and some crankcase work. It would be an ideal engine for someone that is comfortable with building up their own engine. For all the gory details, call me evenings at 438-1204. Price is \$5000.—Steve Ciha

always have a good time and will remember their flights for years to come. Hopefully they will become tomorrow's pilots.

There were many new and reborn manufactured aircraft this year. I wonder how many of us it would take to put together a partnership or timeshare on one the new Eclipses? Ten people at \$85,000 each? Twenty people at \$42,000 each? It almost starts to make sense.....almost. But boy is that thing slick. The former Grumman Tiger is back in business again. I hope it stays around for a while, because the Tiger is a fine airplane.

The market for professional pilots has gone through the roof. I have been told I could get a job with Mesaba today if I was so inclined. Hmmm. The airlines have picked the charter pilot ranks clean and the charter folks have pulled most of the CFIs away. The result is a severe CFI shortage. Anyone interested in becoming an instructor? The opportunity is there waiting for you.

Merry Christmas and good flying in 2001!
- Tim



Get 'em Flying!

By John Anderson

I'm sorry to say that I was unable to find a group of young people that had the time to participate in a organized Young Eagles Flight at either the Tipton or Belle Plaine airport. Seems like there is too much going on. That doesn't mean that we have to wait until next year to get some flights in. The Glasair has three kids lined up just as soon as I get the prop back on and we have a nice weekend day that the kids have free. Hmmm! I guess it's not easy to get the timing just right but we'll keep trying.

Anyway, Chapter 33 has flown a good number of kids this year, 137 as of today, but it wouldn't hurt to invite a few more on one. It doesn't have to be organized. If you need forms, give me a call at 319-399-5711 or call Janet Blackledge at 319-362-2625 and we'll see that you get them. Take photos if you have the time. We may want to send some to Oshkosh.

Many thanks to all who have participated this year.

I think we did pretty good given that fact that we've had some bad weather at some of the organized flights and a lot of them road in two placers.



EAA Chapter 33 Application & Questionnaire

Name: _____

EAA #: _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: _____ Evening Phone: _____

Email Address: _____

Copilot's Name: _____

Pilot Ratings: _____

Aircraft Owned & Flying:

Aircraft Under Construction: _____

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**Dues are \$15/year. Make check payable to:
EAA Chapter 33, c/o Terry Scherman; 1203 16 St SW; Cedar Rapids, IA 52404**



**Proteus: Another
Burt Rutan
“Wonder Plane”**



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In The December 2000 Issue...

The Ryan PT-22

2001 Dues are Due!

It's Time! Your 2001 Chapter dues are now due! Please fill out the application form on page 5 and send it to Terry Scherman as soon as possible to keep your membership in good standing.

Chapter 33 Calendar

December 1
Chapter 33 Meeting and
Christmas Party
Bishops Buffet 7:00 pm
Cedar Rapids

